

The China Mail.

Established February, 1845.

VOL. XLII. No. 7016

英一千八百八十六年正月三十一日

HONGKONG, SATURDAY, JANUARY 23, 1886.

西乙二十年九月九日

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. Alcock, 11 & 12, Clement's Lane, Lombard Street, E.C. George Street & Co., 30, Cornhill. Gordon & Gough, Ludgate Circus, E.C. Bates Hendy & Co., 37, Walbrook, E.C. Samuel Deacon & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMADEA FRANCE & Co., 39, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVILE & Co., Square, Singapore. O. HEINZNER & Co., Foochow, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

CHINA.—MACAO, F. A. DE CRUZ, Souto, QUEIROZ & Co., ARAUJO, WILSON, NICHOLLS & Co., Foochow, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,600,000
RESERVE FUND.....\$4,600,000
RESERVE FOR EQUALIZATION.....\$500,000
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. F. D. SASQUON.
Deputy Chairman—Mr. MCIVER, Esq.
C. D. BOTTOMLEY, H. HOPKINS, Esq.
E. H. M. HUNTINGTON, Esq.
H. L. DALBYMPLE, Hon. W. KESWICK,
M. GROVE, Esq.

CHIEF MANAGER,
Hongkong,....THOMAS JACKSON, Esq.
MANAGER,
Shanghai,....EVANS GAMMONS, Esq.
LONDON BANKERS, London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

W. JACKSON,
Chief Manager.

Hongkong, December 31, 1885. 2120

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....£2,000,000
PAID-UP.....£500,000

REGISTERED OFFICE,
40, THREADNEEDLE STREET, LONDON.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank receives Money or Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
Manager,
Hongkong Branch.
Hongkong, July 4, 1885. 1128

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their business in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked *On Hongkong Savings' Bank*. Business is forwarded free by the various Royal Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, May 7, 1885. 754

NOTICE

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 10, 1886. 932

Notices of Firms.

NOTICE.

NOTICE is hereby given that the PARTNERSHIP hitherto existing between MR. FRANCISCO MAMEDE GONCALVES and MR. AUGUSTO JOSE DO ROZARIO, as ROZARIO & CO., MERCHANTS, of Hongkong, has this Day been DISSOLVED by Mutual Consent.

Hongkong, December 31, 1885.

NOTICE.

WE HAVE authorized Mr. FRANK ERNEST NICHOL to sign our firm for Procuration.

HOLLIDAY, WISE & Co.

Hongkong, January 4, 1886. 25

NOTICE.

MR. CECIL WILLIAM HOLLIDAY is Admitted a PARTNER in our firm from this date.

HOLLIDAY, WISE & Co.

Hongkong, January 1, 1886. 1

A. S. WATSON & CO., LIMITED.

MR. JOHN DAVEY, the SECRETARY, is authorized to sign for the Company in that capacity.

JNO. P. HUMPHREYS,
General Manager.

Hongkong, January 20, 1886. 138

NOTICE.

THE INTEREST and Responsibility of MR. FRANCISCO MAMEDE GONCALVES in the Firm of Messrs. ROZARIO & CO., ceased on the 31st December last.

The BUSINESS will in future be carried on by the Undersigned alone, under the SAME Style as heretofore.

AGUSTO JOSE DO ROZARIO.

Hongkong, January 1, 1886. 14

Intimations.

THE CHINESE IMPERIAL GOVERNMENT 1886 DOLLAR LOAN.

THE INTEREST due on the 18th day of January current, on the above LOAN, together with the BONDS DRAWN for Payment, will be Paid at the Offices of this Bank on and after that date.

For the
CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA,
Agents Issuing the Loan,
T. H. WHITEHEAD,
Acting Manager.

Hongkong, January 18, 1886. 190

THE SAN FRANCISCO CORDAGE COMPANY.

JARDINE, MATHEWS & Co., Agents.

FOR SALE.

PURE MANILA AND SISAL ROPES in Coils, from 6 Thread to 8 inches.

to 12 Thread Manila, 19 Cents per lb.

12 in. to 8 inches " 11 "

Apply at the

GODOWNS,
No. 13, Praya Central.

Hongkong, December 31, 1885. 2288

GRIFFITH'S
NEW VIEWS OF HONGKONG
ARE
NOW READY,
1, DUDELL STREET.

GRIFITH'S
MANUFACTURERS
OF THE
LONDON EXCAVATED WATERS,
1, DUDELL STREET,
Continue to Supply:

SODA WATER, LEMONADE,
TONIC " RASPBERRY,
Seltzer " SARSAPARILLA,
&c., &c., &c.

At the same Moderate Charges.

Hongkong, June 9, 1886. 957

NOTICE:

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's BOATMEN should be at hand, Orders for REPAIRS sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1886. 1453

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,

(Formerly ARTICLED APPRENTICE AND LATE ASSISTANT TO DR. ROBERTS.)

AT the urgent request of his European and American Patients and Friends, has TAKEN THE OFFICE formerly occupied by Dr. Roberts.

No. 2, DUDELL STREET.

CONSULTATION FREE.

Discount to Missionaries and Families.

Sols Address:

2, DUDELL STREET.

(Next to the New Oriental Hotel.)

Hongkong, May 7, 1886. 754

NOTICE

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept

Risks on First Class Godowns at 1

per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 10, 1886. 932

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Hongkong, May 10, 1886. 932

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QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept

Risks on First Class Godowns at 1

per cent. net premium per annum.

For Sale.

MacEWEN, FRICKEL & Co.,
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE JUST LANDED.
THE FOLLOWING

STORES.

YORK HAMS.
STILTON CHEESE.
PUDDING RAISINS (Valencias).
CURRENTS (Patras).

MINCEMEAT.
CHRISTMAS CAKES.
FIGS.
ALMONDS and RAISINS.

BRAZIL NUTS.
SOFT-SHELL ALMONDS.
MOTZ FRUITS.
CRYSTALLIZED FRUITS.

FRUITS in Syrups.
IMPERIAL PLUMS.
PLUM PUDDINGS.
COSSAQUES.

CALIFORNIA PRODUCTS.
CONDENSED MILK.
KEROSENE LAMPS.
FAIRBANK'S SCALES.

COOKING STOVES.
PARLOUR STOVES.

THE USUAL ASSORTMENT

OILMAN'S STORES,
AND
WINES,

at the
Lowest Possible Prices
FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, December 1, 1885. 2084

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Entertainments.

THEATRE ROYAL,
CITY HALL.

LAST PERFORMANCE.

THE ZARZUELA SPANISH OPERA

COMPANY will give their

LAST PERFORMANCE,

before returning to Manila,

THIS EVENING,

23rd January, 1886.

PRICES OF ADMISSION:

Dress Circle, \$2.00.
Stalls, Front and Back, \$1.00.

Hongkong, January 23, 1886. 131

THEATRE ROYAL,

CITY HALL, HONGKONG.

Under the Patronage of His Excellency

the Officer Administering the

GOVERNMENT (W. H. MARS).

A COMPLIMENTARY BENEFIT

will be tendered to:

M. R. F. M. PAGE,

ON WEDNESDAY,

the 26th January, 1886.

LADY & GENTLEMAN AMATEURS

on which occasion will be produced

HAWTHORNE'S CELEBRATED COMEDY

THE PRIVATE SECRETARY.

Seats can now be booked at Messrs.

KELLY & WALSH, LIMITED.

Hongkong, January 20, 1886. 120

THE HONGKONG-CHORAL

SOCIETY intend giving

A CONCERT,

ON SATURDAY EVENING,

the 30th instant.

PART I.

Selections from

THE MAY QUEEN.

PART II.

MISCELLANEOUS.

Further Particulars will be announced.

ALFRED J. MAY,

Hon. Sec.

Hongkong, January 12, 1886. 174

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED, FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Company's S.S. *Borneo* having arrived from the above Ports, Consignees of Consignments by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into JADINGE, MATTHESON & Co.'s West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 25th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & Co., Agents.

Hongkong, January 18, 1886. 115

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenfinnan* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into JADINGE, MATTHESON & Co.'s West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON To-MORROW, the 19th Instant.

Cargo remaining undelivered after the 26th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & Co.

Hongkong, January 18, 1886. 123

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTZE.

The Co.'s Steamship *Kouching*, Capt. BALDREN, will be despatched as above on MONDAY, the 25th Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co., General Managers.

Hongkong, January 23, 1886. 157

DOUGLAS STEAMSHIP COMPANY, LIMITED.

The Co.'s Steamship *Haiphong*, Capt. F. ASTRON, will be despatched for the above on TUESDAY, the 20th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPEAK & Co., General Managers.

Hongkong, January 23, 1886. 185

NOTICE.

S.S. SAN PABLO, JANUARY 17, 1886.

THIS is to Certify that Mr. D. R. Ross,

Steward of the Steamship *San Pablo*,

is thoroughly acquainted with the Chinese

ways and habits, and knows how to manage

large numbers of Chinese passengers better

than any man we know. Some of us

have crossed the Ocean with Mr. Ross

several times, when he was in the *Belgic*

and the *Coptic*; and some of us have

been in good many other ships, but we have

never seen passengers so quiet and so satisfied

as they were under Mr. Ross's management.

We recommend all gentle-

men who have been passengers on other

ships to go in the *San Pablo*. She is a

new ship, and there is need of few improve-

ments. Mr. Ross has stated that the Com-

pany have promised to make these improve-

ments, and then you will find the steamship

San Pablo to be the best ship now crossing

the Ocean from Hongkong to San Fran-

cisco.

And more, if any body has any information

on board the ship, or if you want any informa-

tion, apply to Mr. Ross, and through his

influence and knowledge you will get full

satisfaction from him, which you cannot

get from anybody else.

Remember that there are

some things which you cannot

get from anybody else.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, January 23, 1886. 159

PUBLIC AUCTION.

THE Undersigned has received instruc-

tions to Sell by Public Auction, on

TUESDAY,

the 26th January, 1886, at 2 p.m., at his

Sales Rooms, Queen's Road,—

AN ASSEMBLAGE OF

JAPANESE WAR E.

comprising:—

KANDA, IMARI, KYOTO, TOKIO and SAT-

SUMA VASES, JARS, BOWLS, PLATES, TEA-

SETS, ENAMELED WARE, BRONZE, EM-

BRICOLIERIES, EMBROIDERED SCREENS,

&c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, January 23, 1886. 159

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 13th February, at 3 p.m., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transpor-

tation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-

land Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to Eng-

land, France, and Germany, by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who

have paid full fare, re-embarking at San

Francisco for China or Japan (or vice versa),

within six months, will be allowed a discount

of 20% from Return Fare; if re-embarking

within one year, an allowance of 10% will

be made from Return Fare. Pre-Paid Re-

turn Passage Orders, available for one year,

will be issued at a Discount of 25% from Re-

turn Fare. These allowances do not apply to

through fares from China and Japan to Eu-

rope.

Freight will be received on board until 4

p.m. the day previous to sailing. Parcel

Packages will be received at the office until

5 p.m., same day; all Parcel Packages

should be marked to address in full; value

of same is required.</

LORD TENNYSON'S NEW POEMS.

'Tresias and Other Poems' is the title of the work, which is dedicated to Robert Browning. The Poet Laureate does not disclose much power or freshness in his verse, except here and there, and in 'Tresias,' perhaps, the following is the best:

In my wanderings all the lands that lie Subjected to the Master fall, altho' my went. There was no shade so deep but of the heat. With some strange hope to see the God. And with some strange hope to see the sun. Would climb all the way up to the sky. To silver all the valleys with its light. And then, as if to give it time, The winds were dead for heat; The cloudy day made the land burn; and sick And torpid till the myriad fads Found sleep in the hollow underwood.

There in the gloom a shadow came from the bath' Changes; yet one glittering foot abroad! The heel, and all the flowers; a dead light And all the golden hair, her golden helm And all her golden armours, and her eyes All decked with stars, and veen eyes Resounding fix on mine, till mine new dark For ever, and I went a wading.

Then, as if to give it time, the sun too much,

And speak the truth that no man may believe.'

So in the golden way of light, the sun

Lighted, and all the world that lay beneath

Beyond all of those who care the course,

Beyond all dreams of Godlike wondrous.

A DARING DEED.

AN INCIDENT OF THE AMERICAN CIVIL WAR.

One of the most daring achievements of the war, involving skill, courage and good judgment, was the capture and destruction of the armed schooner 'Judah' in Pensacola Harbour.

This craft was securely moored to a wharf commanded by a heavy battery, with one side was a navy yard, with 1200 men within call, and on the other hand a dock patrolled by armed men. The schooner evidently was to be a privateer, and was being overhauled as rapidly as possible. It had been ascertained from reliable sources that both pivot and broadside guns were already in position on board, and that an armed guard was on the alert continually.

The blockading fleet had been betrayed into the hands of the Confederates and at the same time the schooner, which was a strong, stanch vessel and admirably adapted for a fleet, effective privateer, fell into their possession.

The blockading fleet was well aware of what was transpiring within the harbor, and every night, no matter what the condition of the weather might be, picket boats rowed backward and forward, penetrating as far into the hostile waters as was prudent, and keeping the dangerous vessel under vigilant surveillance at all times. But grave doubt and fears existed as to the ability of the blockaders to prevent the schooner from eventually getting to sea. Once afloat, with the broad Atlantic before her, the damage she might be able to inflict upon unarmed merchantmen before destroying herself would be beyond all conjecture.

A stormy, dark night with a favoring wind and the passage might be effected. Delays were dangerous. The public feeling and sentiment were such that no excuses or extenuating circumstances would be likely to be accepted. Honor, position, reputation, all must be sacrificed in one swoop; and those remained but one alternative. The situation of the schooner had been well chosen to resist an attack, and the chance would be greatly against the success of the cutting-out expedition. But the senior officer of the fleet had made up his mind not to allow the schooner to escape without at least attempting to cut off her career. It would involve death, possibly defeat, perhaps both, but the overthrow of the schooner was of sufficient importance to balance all objections.

A boat expedition was fitted out from the old frigate 'Colorado,' embracing the launch, forty men; second cutter, twenty-six men, and third cutter, twenty men, including marines, officers and all.

It was September, mild and pleasant, with the stars partially obscured by the light haze, scudding lazily over head. The surface of the water was dark and smooth as glass, while a short distance off objects could only be distinguished with difficulty and keen eyes. The crew fled over the gangway, fully impressed with the desperate nature of the undertaking. Sharp cutlasses were buckled around their waists, while rifles, revolvers, hatchets and keen, glittering boarding-pikes had been served out with a liberal hand.

In order to distinguish friend from foe, all wore a distinguishing mark—a white cap, which they were cautioned to preserve for their own safety. Like shadows, with muffled oars, the boats pulled out from the schooner, and when eighty yards distant were hauled, followed by the rattle of rifles and the whistling of balls over the heads of the sailors.

In an instant the men on the schooner were awakened, and, grasping their arms, rushed to their appointed posts. They were dazed by sleep and taken by surprise, so their firing was both wild and ineffectual. No one was hurt, although the air was full of hissing missiles. Stimulated by the thickening dangers around them, the blood-jackets bent to their work, and the snakes partially concealed by the smoke that settled down heavily on the surface of the water, and with one party leaped over the rail of the schooner, the other charged the battery, which, strange to say, was the keeping of one man. He was shot, the gun exploded, and that portion of the enterprise affected without the spilling of a drop of blood of the attacking party.

On board the schooner a desperate conflict was raging. The confederates stoutly defended their vessel, fighting hand to hand with their adversaries. Taking to the rigging, detachments of men gained the tops, loading and firing with great rapidity. But the maces assuming such close quarters it became all but impossible to distinguish friend from foe. The crack of rifles, the clash of steel, the muffled reports of revolvers pressed close to the bodies of the combatants mingled with the bursting of hand grenades, shorts, shells and groans.

Gradually the defenders of the schooner were driven back, forced across the deck, slippery with blood, and compelled to gain the shelter of the wharf, when they were reinforced by the shore detachment now rapidly mustering, and the fight was renewed with increased ferocity.

During the progress of the combat an assistant engineer, aided by a coal-pass, gained the cabin of the schooner unobserved. Turpentine and combustibles were strewed around with a lavish hand and the torch applied. Creeping into the hold, a second fire was kindled. The flames spread rapidly, and the fate of the vessel being assured, the daring officer and his assistant beat a hasty retreat, well satisfied with their share of the night's work.

Suddenly a glasm of light shot athwart the dark sombre shadows encompassing the schooner. A lurid glare revealed with startling distinctness the features of the opposing forces. Through the stylized companion-ways and air-ports the flames blazed forth, roaring and crackling as they gained headway, while above all echoed a yell of rage from the Southerners, as they realized that the destruction of the privater was now but a question of time.

Rapidly the flames spread, running up the rigging and enveloping the tall spars in one universal sheet of destruction, while the increasing heat from the flames compelled both parties to fall back beyond their influence.

By this time the entire force of the yard had been aroused. Large bodies of men flocked to the wharf, in time to see four large boats, filled with white-capped inmates, pull rapidly away and disappear in the gloom. The roar of the flames was a satisfactory accompaniment to the lively tones of the deep-mouthed howitzers which the boats were armed, and several rounds of sharp-shinned sent into the dense ranks of the discomfited rebels. The retreat had been conducted in a masterly manner, the forces disengaged and reembarked at the right time, and not a man left who had the judgment and the will to stand on the shield, which nature places beside to their grasp, may ward off the insidious attacks of the implacable enemy of life, until, in a ripe old age, the vital faculties gradually decline, and the Angel of Peace glides softly into our presence, leading us, as it were, in a gentle slumber to the regions beyond the shadow of the tomb.

The schooner, freed from her moorings by the fire, drifted from the wharf, a charred and burning mass. Slowly she sank to the water's edge, she sank when opposite fort Barracuda.

The expedition reached the Colorado in time for an early breakfast, and were received by the warm and rapturous greetings of their friends.

Some idea of the severity of the fighting may be formed when it is discovered that nearly one-fifth of the attacking force had either been killed or wounded.—*Union Jack* in S. F. Chronicle.

THE ANGLO-INDIAN BOY.

(AETAT. 4 TO 9.)
(Pioneer.)

Some correspondent in some paper lately—George Augustus Sala is, I think, the individual—was pleased to make some critical and satirical remarks about certain American children on board ship. It would be hard to be more severe on any children of any sort or description than that of these American children; and yet there is such a thing as an Anglo-Indian child—the Anglo-Indian boy.

The pathetic side of this "thing" character has been already done more than justice to by Al. Baba; under the head of "Baby" and at the stage of its existence. I do not propose to notice the thing. (It is not a "thing" then; it is a human being) but in its grandfathers and grandmothers, and nurses and clergymen, &c., have borne the name of "devil," it becomes a "thing.") Perhaps nothing more pathetic in its way than "Baby" has been written in the *Nineteenth Century*; my tale of *ath* is also, but not in the way that "Baby" is. As a rule the Anglo-Indian boy (this "thing") is one of many, and his mother has no time to attend to him individually and personally, and bring him up in the way he should go. But as another rule, who that he is Heaven's one wedding gift or only one of many, still his mother has no time to attend to him, and he is handed over to ayahs, and bearers, and ayahs again. His mother has no time to do her duty by him; he is not apparent on the surface; she may be busy on household work. But it is the experience of the world that the busier people have the most time, and consequently if she gives "business," or "want of method," or "fussiness," or some other feminine and laughable failing; for no one is more laughable than the one that is more intolerably annoying than the unmethodically busy and fussy. If he is "lazy," and leaves it to the ayah whose work it is; and thus this "thing" grows up. Dressed and washed according to the ayah's taste and fancy in the morning, he runs out for his morning gossip with the eyes; and there perhaps with them in their godowns or in some other servant's godown he may stay all day long before his mother sends for him. His father perhaps asks for him at breakfast, and is told he is "out with the ayah." For the rest of the day his father is of office, and the "thing" is left to his own sweet devices entirely. His dress is at times dazzling; as a rule, this ayah's darling goes in a way that a British privateer would not tolerate for a minute; no to his cleanliness, the least said about it, with considerable benefit; and to be candid with you, I only laughed at him, and said, "His faith had him here." I was very ill this year with Congestive Liver, Indigestion, &c., and after much persuasion by my mother, to please her, I consented to try Mother Seigel's Syrup, and I am bound to say, that in spite of prejudice and disbelief, it did me more good than anything else. I am better in health now, but not quite well, and probably never shall be again; my heart has become weak, although I am considerably under fifty years of age. I mention my case to you, thinking it might be of some interest to you. I remain, faithfully yours,

"W. Sheppard Pels (P.M.C.)"

OVER THE SUNSHINE OF EXISTENCE HANGS A BLACK CLOUD.

With the uncertainty of life is mingled the dark mystery of death! While, on the one hand, we catch the welcome sound of a new breath of life that tells of an addition to our species, on the other we shudder as we hear the rushing wing of the Destroying Angel! The mighty voice of the great Influencer which rules the Universe has pronounced our fate; the dread that has gone forth, and every mortal man is doomed to die! But, though we cannot prevent, can we postpone death? The question is momentous, even if it concerns the prolongation of life but by a single hour, inasmuch as every instant prompts us to fight the boldest battle we can for this glorious boon of existence. The spontaneous joys of nature are to us a duty to obey. But there still remains the question, can death be postponed by a single hour? Yes; for the world works in obedience to certain laws; and a study of these proves that those who have the judgment and the will to stand on the shield, which nature places beside to their grasp, may ward off the insidious attacks of the implacable enemy of life, until, in a ripe old age, the vital faculties gradually decline, and the Angel of Peace glides softly into our presence, leading us, as it were, in a gentle slumber to the regions beyond the shadow of the tomb.

The schooner, freed from her moorings by the fire, drifted from the wharf, a charred and burning mass. Slowly she sank to the water's edge, she sank when opposite fort Barracuda.

THE ANGLO-INDIAN BOY.

(AETAT. 4 TO 9.)
(Pioneer.)

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great success. You can quite understand that I have not much opinion of what are called quack medicines, which are generally considered as worthless, and I should be glad to see them swept out of existence with the besom of destruction. Your preparation however, is an exception, and is undoubtedly useful. One of my brothers took it with considerable benefit; and to be candid with you, I only laughed at him, and said, "His faith had him here."

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I have not heard a single complaint.

Baldock, Herts, January 4th, 1883.

Gentlemen—Perhaps it would be appropriate to state, that it gives me great pleasure to push and advance the sales of your medicines, on account of their worth.

Yours very truly,

W. Sheppard Pels (P.M.C.)

W. Sheppard Pels (